TABLE 3.1-20

MEASURES OF EFFECTIVENESS

SUMMARY OF NETSIM STATISTICS FOR WEST AVENUE AT 9TH STREET

EXISTING: MACARTHUR BLVD. 2 LANES WITH SOMERS POINT CIRCLE AND EXISTING 2 BASCULE BRIDGES

APPROACH	DIRECTION	TOTAL STOPPED DELAY (sec/veh)[1]	LOS	AVG. SPEED (mph)	AVG. STOPS (%)	MAXIMUM QUEUE (veh)
9th Street	SB	15.1	C	17.0	59	15
9th Street	NB	13.3	B	16.7	63	7
West Avenue	EB	13.0	B	12.8	66	5
West Avenue	WB	9.7	B	14.5	61	5

NO BUILD: MACARTHUR BLVD. 2 LANES WITH SOMERS POINT CIRCLE AND EXISTING 2 BASCULE BRIDGES

APPROACH	DIRECTION	TOTAL STOPPED DELAY (sec/veh)[1]	LOS	AVG. SPEED (mph)	AVG. STOPS (%)	MAXIMUM QUEUE (veh)
9th Street	SB	18.0	C	15.3	63	16
9th Street	NB	13.9	B	16.3	67	8
West Avenue	EB	14.6	B	11.8	68	6
West Avenue	WB	10.7	B	13.6	62	5

ALTERNATIVE 5C-4: MACARTHUR BLVD. 4 LANES + CENTER LANE WITH 4-LEG INTERSECTION AND 2 FIXED BRIDGES

APPROACH	DIRECTION	TOTAL STOPPED DELAY (sec/veh)[1]	LOS	AVG. SPEED (mph)	AVG. STOPS (%)	MAXIMUM QUEUE (veh)
9th Street	SB	22.5	C	13.2	69	19
9th Street	NB	14.3	B	16.1	68	8
West Avenue	EB	14.0	B	12.1	68	7
West Avenue	WB	10.4	B	13.8	61	5

(1) The total stopped delay is calculated as 70% of the NETSIM delay time. The NETSIM delay time is the average time that vehicles were delayed on the link. The delay time is the difference between the actual travel time and the travel time if constantly moving at free-flow speed. The delay time not only includes increased travel time from reduced speed but also time added due to traffic control.